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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
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[402]

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Excellent Cuisine.

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[4692]

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SHEWAN, TOMES & CO.,
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Hongkong, 29th April, 1909. [4827]

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12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
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SPECIAL CARS by arrangement at the
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JOHN D. HUMPHREYS & SON,
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Hongkong, 1st April, 1909. [549]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1909. [415]

SIEN TING
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [504]

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Hongkong, 14th July, 1909.

[433]

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CHERRY BRANDY,
CHERRY WHISKY,
ORANGE GIN,
PEPPERMINT,
SLOE GIN.

CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS.

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Hongkong, 4th June, 1909.

[435]

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[45]

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STANDING in its own grounds with Tennis and Croquet Lawns, Large airy and well furnished rooms, every home comfort. Fine View of the Harbour. Telephone, No. 600. Apply to MRS. F. W. WATTS, "Braceids," 20, Macdonnell Road, Hongkong, 4th December, 1907. [44]

ORIENTAL HOTEL

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No. 2, QUEEN'S ROAD CENTRAL.

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MODERATE RATES. Telegraphic address: "Comfort," Hongkong. For Particulars, apply to M. MATTHAEY, Proprietress. Hongkong, 5th October, 1908. [43]

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For Terms, apply to THE MANAGER. [456]

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Hongkong, 26th April, 1909.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for cash.

Telegraphic Address—PRESS.
Codes A.B.C. 5th Ed. Lieber.
P. O. Box, 24. Telephone No. 12.

DEATH.

On the 13th July at the Victoria Hospital, Mary, the beloved wife of C. Berkeley Mitchell, of Amoy, after long suffering, patiently borne, aged 39 years. The funeral will pass the Monument this evening at half past five.

HONGKONG OFFICE: 10A, DES VIEUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JULY 14TH 1909.

NOTHING could be more indicative of the change which has of late years taken place in Parliamentary representation at home than the incidents which occurred in connection with the passage of Mr. LLOYD GEORGE's Budget. By force of party majority and the use of the closure, taxes avowedly of a class description and directly aimed against capital in almost every form were passed by a large majority. No sooner, however, was this announced than a protest signed by several of the most influential bankers appeared in the papers, to be followed later by a similar protest from a large number of other financial magnates of almost equal authority. The ground upon which they made this declaration was their conviction that the drastic measures of taxation which the Budget introduced would be prejudicial to capital and in fact would have the effect of sending it out of the United Kingdom for investment. The gravity of this will be at once felt by all who are connected with trade, commerce, or finance; and the names of those who have come forward to protest are a sufficient guarantee that the apprehension has a solid foundation.

What is at once made clear on the surface is the serious fact that in a nation absolutely dependent upon commerce, the most important commercial interests can be completely ignored by Imperial Parliament.

In other words, it is manifest that the nation as a whole is no longer represented by Parliament in what has been traditionally considered as its chief ground for representation, namely, the levy and expenditure of the public moneys. Taxation has always been held to give the right to proper hearing and to due representation. But in the present instance albeit under all the forms of legality this fundamental principle has been practically waived aside. As long as a good round sum could be got out of the monied classes by force of the votes of those representing the unmonied classes, it mattered not that the former should be injured or the nation at large crippled at the very source of its prosperity. The ultimate result of such a financial policy was of no consideration to the extreme Liberal and Socialistic members who went to make up the majority by whom the Budget was passed. Nor were such considerations of much more weight with the Government itself who were willing at any price to conciliate all who would support them by their votes.

What effectively has been done is to introduce a budget which taxes people to the utmost limit simply and avowedly because they are rich—a policy which is the very reverse of all sound finance. It is no doubt right that people should contribute to expenses of the State in accordance with their means, but this should be in such a way that the tax should come fairly and upon their capital which may be employed for the benefit not only of themselves but of the nation at large. The notion that labour can do without capital is as absurd as to suppose that capital can be made productive without the employment of labour; and burdens cannot be placed upon the one without very soon affecting the other. If the effect of Taxing Capital in the LLOYD GEORGE style is to send it out of the country, can that mean anything else than diminished employment of the working classes in the country, and proportionate diminution of its productive capabilities? Such finance may, possibly, be of service in keeping up a majority in the House by yielding to the views of those who have nothing to lose by the taxation they assist in passing; but things are certainly getting to a critical pass when party tactics are carried to the length of imposing taxation which is manifestly against the commercial and financial interests of the country for merely party objects. What seems most strangely to be overlooked is that there are no persons who, in the long run will suffer more from the adoption of such a policy than the working classes themselves for the sake of whose votes it has been adopted.

The English Mail of the 19th June was delivered in London on the 12th inst.

We are officially informed that Hongkong has declared Amoy to be an infected port.

Two bankers from the Argentine are alleged to have escaped to the Far East, and are wanted for absconding with a large sum and committing frauds.

A merchant was at the Magistracy yesterday fined \$25 for having exposed five cases of kerosene in the street instead of having stored them in his well.

The local agent of The Chinese Engineering & Co., Ltd., informs us that the total output of the Company's three mines for the week ending 26th June, 1909, amounted to 19,229.63 tons and the sales during the period to 19,659.59 tons.

A Chinese foreman on board the s.s. *Osang* was brought before Mr. Hazelton at the Magistracy yesterday on a charge of having attempted to commit suicide shortly after the steamer left Java by jumping overboard. He told His Worship that another member of the crew had assaulted him. The case was dismissed.

Another instance of kidnapping children from their parents was related at the Magistracy yesterday, when four men and a woman were charged with kidnapping two boys from Canton. The prisoners brought the boys to Hongkong, where they sold them for \$40 and were on their way back but were arrested on board the steamer at the wharf. The case was remanded.

An unusual feature of a gambling raid carried out by P. S. Watt was that all those captured were women. It was known to the police that the house at 265, Queen's Road was being used for gambling purposes by women, but when the police forced their way in the afternoon, two men, managed to escape. Mr. Hazelton ordered the women to be fined \$5 each.

To-day is the French National Fête, and M. Gaston Liebert, the Consul for France, invites the members of the French community to call at his residence 13 Peak Road between 9.30 and 11 a.m. and British officials and foreign colleagues between 11 and 12.30, in the afternoon he will be "at home" to all residents who wish to call between 4 and 7 p.m. The chancery of the Consulate is closed.

Yesterday morning the American Consulate-General at Hongkong received from the Manila Observatory a telegram stating that a cyclone or Typhoon East of Northern Luzon was less than 300 miles distant, moving N.W. The noon telegram stated that the typhoon was crossing Northern Luzon. Moving W.N.W. or N.W. A further telegram despatched from the same source at five p.m. yesterday stated: A cyclone or typhoon W.N.W. Aparri moving W.N.W. Last night the three green lights were hoisted.

A visitor to Hongkong, named Mr. Ling, residing at the Peak Hotel, yesterday proceeded against a rushie coolie for demanding more than his legal fare. Complainant stated to Mr. Hazelton before whom the case was heard that he engaged the defendant to take him from Battery Path to the lower terminus of the Peak Tramway, and when he asked defendant "how much" the latter replied "60 cents" (instead of 10 cents). Defendant declared that he asked complainant for his fare and then asked for compensation. His Worship imposed a fine of \$10 or one month's imprisonment.

Local stamp collectors will be interested to learn that a new set of British North Borneo stamps has been issued. These stamps replace the old issue from 1 cent to 24 cents inclusive. The local *Herald* presumes that the stop has been rendered necessary in consequence of the recent forgeries of North Borneo stamps. The new stamps bear the following designs:—1 cent Tapir; 2 cents Travellers' palm; 3 cents View of part of Jesselton; 4 cents Meeting between H. H. the Sultan of Sulu and Mr. Cowie; 5 cents Elephant; 6 cents Rhinoceros; 8 cents Ploughing with buffalo; 10 cents Wild boar; 12 cents Cockatoo; 16 cents Hornbill; 18 cents Tabanid, and 24 cents Megapode.

THE IMPENDING INVASION OF TOURISTS.

A LARGE STEAMER CHARTERED.

Apparently the number of persons who have signified their desire to join Mr. Frank C. Clark's "Around the World" cruise has been so great that the fine Hamburg-American Liner *Cleveland* (18,000 tons) has been substituted for the s.s. *Arabie*, as she is so much more commodious, can carry with comfort and luxury 750 first-class passengers, is fitted up with gymnasium, lifts, and all the latest improvements, and is described as the finest ship afloat for cruising.

Mr. William Farmer, proprietor of the Macao and Canton Hotels, has been appointed sole agent for the party in Hongkong, Canton and Macao.

Arrangements have already been completed in Hongkong with the Hongkong, Canton and Macao Steamboat Company to run special steamers from alongside the *Cleveland* direct to Canton; with the Peak Tramway Company to run special cars to the Peak during the slack hours in the morning and afternoon, so as not to interfere with the regular local traffic, and with the Electric Tramway Company to provide "Private cars for a tour round the lower levels, including the Happy Valley, the Racecourse and Shau-ki-wan." A guide or conductor will accompany each car, to point out the different places of interest en route.

Arrangements have been made with the Hongkong Hotel Company to provide refreshments each day, and that Hotel will be made the headquarters of the party during their stay. All the other Hotels will be undoubtedly filled up as well, as most of the tourists will prefer to sleep on shore, rather than on the ship. Adequate previous notice will be given to Mr. Farmer as to what Hotel accommodation will be required in Hongkong, and he will make arrangements accordingly.

In Canton, Mr. Harry Haynes, of the Victoria Hotel, is already busy making all arrangements for their sight-seeing, and it need only be mentioned that as over one thousand chair coolies will be required at one time, to take each section round the City each day, to show that his task is by no means an easy one. One hundred will be accommodated at the Victoria Hotel each night, while the others will return to Hongkong. Mr. Haynes' well-known ability in the carrying line is an assurance that they will be well looked after.

I believe they will be in the hands of Mr. R. R. Beaurepaire, of the Macao Hotel.

The *Cleveland* will leave New York on October 16th, proceeding to Madras, Gibraltar, Naples, Suez Canal, Bombay, Colombo, Calcutta, Rangoon, Singapore, Batavia, Surabaya, Manila, and is due to reach Hongkong on Thursday, December 23rd, at 1 p.m., and to leave about Sunday, December 26th, at 11 a.m. From here the steamer will go direct to Japan, where the party will spend fifteen days; thence they will go to Honolulu and San Francisco and take the overland route to New York, where the party is expected to arrive on February 5th.

The *Cleveland* on that date will leave San Francisco with another party which is scheduled to reach Hongkong on March 15th.

The cost of the tour, lasting nearly four months, is given as (gold) \$650 and up.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY.

We are officially authorised to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting:

Dividend of £2 per share.

Add to the Reserve Fund, \$750,000.

And carry forward about \$20,000,000.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY.

We are officially informed that subject to audit the Directors will recommend the following appropriation of profits at the Half-Yearly Meeting to be held on the 10th proximate:

Dividend of \$1.25 per share—\$100,000.

Write off book value of steamers, wharves and properties, \$30,000.

Transfer to Depreciation and Insurance Fund, \$10,000.

And Reserve Fund, \$10,000, and carry forward \$21,170.01 to New Account.

TELEGRAMS.

[Protected by the Telegraphic Message
Copyright Ordinance 1894.]

[DAI LY PRESS EXCLUSIVE SERVICE.]

A PARCEL POST TREATY.

TOKYO, July 13th.

A parcel post treaty has been concluded between Japan and the Straits Settlements.

THE JAPAN SUGAR SCANDALS.

TOKYO, July 13th.

The Directors of the Dai Nippon Sugar Company have been committed for trial.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."] CANADA AND CHINESE IMMIGRATION.

IMPORTANT CHANGES.

LONDON, July 13th.

The "Times" Ottawa correspondent reports that concurrently with the appointment of a Chinese Consul-General to Ottawa important changes are announced in the immigration regulations.

While the poll tax on coolies will be retained the restrictions applicable to students and Chinese merchants are considerably modified, exempting students from the tax on certain conditions.

THE FRENCH ARMY.

LONDON, July 13th.

The French Senate has adopted a Bill creating 11 new regiments of foot and 42 regiments of field artillery.

U.S. INCOME TAX.

LONDON, July 13th.

President Taft addressing the House of Representatives, stated that the conferences between the Senate and the House of Representatives had agreed to a reduction of the proposed tax on incomes of corporations to one per cent.

FIGHTING AT TEHERAN.

LONDON, July 13th.

The Nationalists have entered Teheran and vigorous fighting is now being waged between the opposing parties.

[FROM THE MANILA "CABLENEWS."] WRIGHT BROTHERS FAIL.

Washington, July 8.

The aeroplane experiments of the Wright brothers at Fort Myer, with flying machines constructed for the United States government, have been a succession of failures.

The officers of the Army who have been present express themselves as greatly disappointed.

THE INTERNAL TAX FOR REVENUE.

Washington, July 8.

The Senate has amended the Aldrich bill imposing an internal revenue tax on tobacco equal to the war tax of 1898.

RACING AT HOME.

The Gold Vase was won by Lord Falmouth's *b* at Ascot, starting at 5 to 2 against.

Princess de Galles in the Coronation Stakes beat *Electra*. The greatest enthusiasm was displayed over His Majesty the King's continued success.

The Prince of Wales Stakes was won by *Bayardo*.

William The Fourth won the *Ascot Derby*.

UNCLAIMED BANK BALANCES.

There is a Bill before the Dominion Legislature, described as "an Act to amend the Bank Act" of Canada, which is of far-reaching interest. It is designed to settle a question in Canada—a question which every now and again agitates the minds of certain members of the House of Commons relating to unclaimed bank dividends and balances. The Bill is an amendment to the Canadian Bank Act which will make it necessary for the bank to transfer and pay over to the Minister of Finance all stock not dividend where on is claimed for six years before the last day on which a dividend theron becomes payable.

An exception is made where payment of the dividend has been restrained by the court. All dividends which have remained unpaid for more than six years after they become payable, and sums of money, deposits on balances in respect of which no transactions have taken place during the six years prior to the date of the bank's annual return, it is also proposed shall be paid to the Minister of Finance.

ASSAULTING A POSTMAN.

An Indian named Alarikia was summoned before Mr. J. E. Wood at the Magistracy yesterday on a charge of having assaulted a postman.

His Worship—You are charged with assault.

Defendant—I did not hit him.

His Worship—What?

Defendant—Because my mother was sick and I kept ringing the bell.

Mr. Lewis stated that a clerk had been sent to make inquiries and as far as he could ascertain the man had been assaulted.

Evidence was then heard, after which His Worship found the defendant guilty of the charge and imposed a fine of \$5 and ordered him to be bound over to be of good behaviour.

\$5 will be paid to the Minister of Finance.

SUPREME COURT.

Tuesday, 13th July.

IN ORIGINAL JURISDICTION.

BEOF HIS HONOUR SIR FRANCIS PIGOTT (CHIEF JUSTICE).

CLAIM ON A CONTRACT OF INSURANCE.

The action brought by the Kai Tai firm against the International Lloyd Insurance Co.

SANITATION IN MANILA.

REPORT BY THE EX-GOVERNOR GENERAL.

In a report made to the secretary of war on Philippine affairs Governor General James F. Smith has the following to say in regard to sanitary conditions in the city of Manila:

Lately there has been considerable disposition to make comparison between the city of Manila and the modern well regulated cities of the United States. Surprise is expressed that the cleaning of the esteros, the draining of certain large districts, and the general sanitation of the city has not been accomplished. True, there is considerable sanitary work to be done in Manila, but what seems to be forgotten is that the same may be said of any large city of a world more than 50 years old.

"What seems to be forgotten is that Manila covers an area of more than 12 square miles, most of it only a few feet above tide water, that the city is some centuries old, and that its drainage, the raising of its level, and the correction of its sanitary defects can hardly be accomplished between two days. The American government has been in the Philippines a little more than ten years, some three of which were devoted to warfare and the suppression of public disorder.

"Before damning the government because everything has not been done, it might be advisable to stop a moment and compare the condition of Manila on August 13, 1898, with its condition of June 30, 1903. Prior to American occupation Manila never had a sewer system, never had a drainage system, never had an adequate supply of potable water, nor any supply, until Carriedo, a noble Spaniard, furnished a means to construct the water system now in use.

"From the time that Manila was a village—and that was a long time ago—until the year 1902, the fifth and lastest of the strong material districts found their way into the most or into sluggish esteros that meander through the city. From time immemorial till some six years ago the fifth of the nipa districts, which cover a large area, was either deposited under the dwellings or carelessly distributed over the neighboring landscape.

"As a temporary means of relief from these conditions public midden sheds were constructed in 75 different localities and the pit system was established. No one ever considered these measures as anything but temporary, and everyone knows, or should know, that no adequate or permanent relief can be expected until a plentiful supply of fresh water is brought to every door and a proper sewer and drainage system has been furnished to Manila.

"Every measure that has been undertaken for the protection of the health of the people and to secure them against contagious diseases has been bitterly fought, opposed and resisted by those for whose benefit the measures were primarily intended. Every medical man who has been charged with responsibility for the public health has been compelled to walk unashamed to his goal over the thorny road of criticism, denunciation and calumny. No health ordinance meant to protect the people from disease and contagion has been proposed, but that a concerted attempt to emanate and destroy it has been initiated by the very people most to be advantaged by its passage.

"Even as late as the last session of the Philippine legislature a determined effort was made to do away with the health districts of the city of Manila and to reduce the number of medical men who are charged with the duty of remedying as far as possible, insanitary conditions and unsanitary methods of living.

"Every endeavor to oblige the property owner to tear down the squallid habitations—hovels used as habitations for the poor—and to erect decent buildings of light material for his tenants has been stubbornly resisted and made the subject of denunciation by the agitator and mountebank, who found therein a varitable mint of political capital.

"Sanitary measures, sanitary information, regulations for the suppression of epidemics, respected throughout the scientific world as founded on sound sense and right reason, have been combated, opposed, and denounced as foolish in the Philippines."

HONGKONG BY LANTERN SLIDE.

Sir Cecil Clementi Smith (formerly Governor of the Straits Settlements) presided at a meeting organised under the auspices of the Visual Committee fostered by the Colonial Office, on June 4 at Caxton Hall. He explained that it was the Princess of Wales who originated the idea of educating India and the Colonies to a knowledge of England by lantern pictures, and of educating the people of England to a knowledge of the peoples of the Empire by the same method. Funds to carry out the idea were raised by a committee of ladies, under the patronage of the Princess of Wales, who was present at the meeting, and the treasurer was the Countess of Dudley. Sir Cecil explained that a series of lectures had been prepared, and a suggestion was made to the three eastern colonies—Ceylon, the Straits Settlements, and Hongkong—that they should provide the necessary funds for the lectures in their own schools. The Governments of these colonies readily and generously responded to the invitation. It was their funds that provided the first expenditure with which the scheme was carried out. Lectures were now actually in use in ten British Colonies and in nine provinces of India. Mr. Mackinder, who was in charge of the work, then proceeded to show a series of slides on the screen, and to give a synopsis of eight lectures which had been prepared with regard to the Indian Empire. It had been necessary in the main to make their own slides, and Mr. Hugh Fisher had travelled many thousands of miles over the Empire in getting them. The lecturer gave a delightful summary of the work done, and concluded by showing pictures of scenes in Canada, New Zealand, Hongkong, the Straits, and Ceylon.

TAXATION OF FOREIGNERS IN KOREA.

The notification announcing the imposition of three kinds of taxes on foreign residents in Korea is reported to be in the course of translation into different languages at the Residency-General and will shortly be published. The departure has its precedent in Egypt and not only is its legality recognized by foreign Consuls, but not a few foreign missionaries and others residing in the interior are stated to have offered to pay them. Under the circumstance, it is hoped that the matter will be very smoothly carried out—*Seoul Press*.

THE DRAIN OF INDIA'S WEALTH.

THE TRUTH ABOUT THE DRAIN.

The East India Association are publishing a number of pamphlets with the object of supplying accurate information on various controversial subjects. The first is entitled "The Truth about the Drain."

What are the facts about the drain of India's wealth into Great Britain? It has been assumed that there is a drain, but the nature and extent of this drain have been highly exaggerated, and sometimes grossly misrepresented. The official "drain" is included in what are known as the "home charges" and these "home charges" for the three years from 1904 to 1907 amount on the average to £19,000,000 a year, reduced to about £18,000,000 by deducting sundry receipts. These £19,000,000 can be roughly summarised and grouped under the following heads: (1) Interest on money due or borrowed (chiefly for railways, etc.) about £10,000,000; (2) Purchase of stores £2,50,000; (3) Military charges (including pensions) £4,00,000; (4) Civil charges (including pensions) £2,500,000. As will be seen (4) civil and (3) military charges, including pensions, amount to £6,500,000. This is no doubt a heavy charge, but it might well be regarded as a not unreasonable premium payable for insurance against foreign aggression and internal disturbance. The peace and security enjoyed in India may be taken as an adequate return for this outlay.

"It is not intended to justify every charge in the debt account, but (1) payment of interest on sums borrowed for the construction of railways, etc., (2) disbursements on account of purchase of stores, cannot fairly be described as a "drain" because in return for this money India has received adequate commercial equivalent in the shape of metals, machinery, railway plant, and miscellaneous stores. Such receipts have always been justly regarded as amongst the most valuable and permanent of commercial returns.

It has, however, been urged that, in addition to these known payments, there is an unknown drain on India's resources in the shape of private remittances, and the extent of this drain has been estimated at between £10,000,000 and £12,000,000 a year. This is, of course, a mere guess, and the probabilities are against the accuracy of this guess. The sum mentioned is more than double the annual pay of all the European officials in India, civil and military, and it seems idle to contend that the comparatively few European merchants in India earn more put together. It is well known that European officials in India cannot remit a moiety of their pay to England. Many of them spend all their pay (and even more) in India. It must surely be the case with some European merchants.

Nevertheless, it has become the fashion, when comparing British rule in India with that of our predecessors, to declare that, although the expenditure of the Native Government was not so productive in the economic sense as that of the British Government, yet the money was spent in the country, and that though often wantonly wasted by the chiefs and courtiers, the money filtered back into the possession of the people, and that the common people were consequently better off. This is certainly not borne out by the evidence of non-British travellers who have described the former state of India. They found the common people not only not prosperous, but suffering on all sides from grinding poverty, and living cheerless, comfortless lives. Whatever be the truth about the drain, the British Government can claim to have spent more on, and done more to secure, the material and industrial development of India than all its predecessors put together. British control has not only led to an increase in the rate of wages of the labouring classes, but has also increased the efficiency of that labour, and has raised the standard of living and comfort throughout the length and breadth of the land.

With regard to the drain on India, the late Mr. Samuel Smith, M.P., not a sun-dried bureaucrat, but an independent and thoughtful critic of the Indian Government, and an earnest well-wisher of the people of India—thus writes:

"I find amongst the Congress party, consisting of the most highly educated natives, a curious aversion to foreign capital; they think it drains the profits of the country. They point to the great excess of exports over imports, some £20,000,000 annually, and charge upon this the impoverishment of the country. They ignore the fact that the same phenomenon appears in the British Colonies and in the United States, and yet that these are the most prosperous countries in the world. It is no doubt true that a Government by foreigners does impose what may be called a certain tribute on the country" (in the shape of pensions, etc.). "No doubt," he goes on, "it would be better for India could capital be raised in the country, and the administration be conducted by the natives of the country; but that is not possible at present, and it is surely better that the railways should be made by foreign capital than not made at all. The benefits that India has gained, and will gain in the future, from the development of her industries, and from cheap means of communication, will much more than repay her for the interest she has to remit to England. But at present these truths are very dimly realised."

SINGAPORE'S GREAT DOCK.

The Standard of June 10 has the following from its Singapore correspondent:

The contractors for the construction of the new large graving dock here have arrived on the spot, and work has commenced on the cofferdam and watertight embankment. This dock will, when completed, be one of the largest in the world, being 852ft. in length, with a width of 128ft. between copings, and a depth at high water or spring tides of 34ft. Provision is made for dividing the dock into two compartments by an intermediate caisson.

This estimated total cost, including equipment, is about £400,000. Messrs. Topham, Jones and Raitton are the contractors and Messrs. Coode, Son, and Matthews the engineers. The dock is being built to the order of the Dock Board, a Government department, and should, when completed, be a great addition to Navy docking facilities in the Far East.

The site is on the mainland, opposite the small island of Blakang Mati, on which are situated the fortifications and artillery of this important naval and coaling station. The cost of the dock is being defrayed from local Colonial revenue, through the medium of the Straits Settlements loan raised in 1906.

The other harbour work, including the reclamation of 60 acres and formation of a new quarry of 6,000ft. on the town front and the construction of a west basin of 24 acres at Tanjong Pagar Docks, is progressing favourably. The total expenditure will be over £3,000,000.

The harbour reclamation should be completed in 1918, the wet basin in 1913, and the dry dock in 1912, and when all completed, Singapore should be able to hold its own with any port as regards shipping facilities, provided the charging rates are put on the lowest possible basis and are definite, for it is of the highest importance that shippers at home should know exactly what the cost of transhipping cargo is.

CHINA'S CONSUL-GENERAL FOR AUSTRALIA.

AN OLD QUEEN'S COLLEGE BOY.

The first Chinese Consul-General for Australia (Mr. Lian Lan Hsun) arrived in Sydney on June 16th from Melbourne. The express was met at Stratfield by Mr. Tong Chai Chi (editor of the *Tung Wah Times*) and Rev. Young Kai, who gave the Consul an advance welcome, and a forecast of what awaited him at the Central station, says the *Sydney Daily Telegraph*, which gives the following report of the subsequent proceedings.

When the express drew up at the terminus there were fully 200 leading Chinese residents on the platform. The Consul-General was driven to the offices of the Chinese Merchants' Society (*Tung Wah Times* chambers), where an address of welcome was read by Mr. Ping Nam, on behalf of the merchants and Chinese community.

The address set out that the Chinese realised that it was the nation's good fortune to be governed at present by the Regent, Prince Chun, who had the true welfare of his people at heart. Reports of his affability, dignity, and courtesy had reached all subjects of China residing in Australia, and they had every confidence that he would carry out the duties and responsibilities attaching to the governance of the mighty empire of China in a manner that would meet with the approval of the people.

"We are extremely pleased to think," the address went on, "that our claim to have a Consul-General stationed in the Commonwealth has been recognised by the central Government. Such recognition will increase our patriotism and devotion to our native land."

It was pointed out to the Consul-General that during his stay in Australia he might be called upon to handle questions that required his tact. In this respect the Chinese in Australia wanted to make his task as light as possible, and not to place him in any embarrassing position. Therefore, the Consul could rest assured that any suggestion coming from him for their betterment would always receive their most earnest attention. It was trusted that the Consul-General's presence in Australia would be the means of sweeping away the misunderstandings that now existed, and that in the future the relationship between China and Australia (the oldest and youngest nations in the world) would be based on peace and goodwill.

The Consul-General, replying, said it was gratifying to him as representative of the Empire towards the land of their birth. This was, as they were aware, the first year of the reign of their Emperor, Hsien-Tung. Mr. Liang was pleased that there was every indication of a peaceful era before them. The present Regent, as representing the new regime, had already shown in himself a strong combination of intelligence and energy, which stood as a sufficient guarantee for the prosperous career of the nation. Before long they would have the pleasure of seeing the inauguration of compulsory education in the land of their birth. Corruption in official circles was now yielding to a more honest and progressive administration under the strong hand of the Regent. The property of the Government was also receiving due consideration by the Government, while the revenue in currency had also made substantial progress. The Regent was most active in the preparation of forms for the establishment of Constitutional Government, and the reorganisation of the post-office. The Army and Navy were also matters which claimed his attention.

Later she married Mr. Clarence Treloarney, an Austrian officer and a member of an old Cornish family. The title which had been conferred on her gave offence to a family bearing a similar title, and the Emperor conferred on her son, Martin Constantine, who was believed to be his own son, the different title of Count de Clavet.

The Countess, whose husband died in 1861,

died in 1865, leaving her large estates in trust to her son. When the Count de Bechevet, who married a noble Hungarian lady, died in 1907, the fortune became distributable among three children.

The property dealt with by the Court amounted to about £140,000, and consisted chiefly of foreign securities, which were locked in a box and deposited in the custody of the court. The court made the orders asked for, and the remainder of the great wealth which the Countess had left from Napoleon were finally distributed.

TRAGEDY OF LOVE AND AMBITION.

WOMAN WHO HOPE TO BE AN EMPRESS.

Behind the formal entry, "In re Treloarney & Bechevet v. Strode," in the Cause List of the Chancery Court, London, last month, says a London paper, lay the romance of an empress and a beautiful Englishwoman who once hoped to become an empress.

The case concerned the final distribution of the remainder of the vast fortune amassed by Elizabeth Howard, Countess de Beauregard, who had been ridden in the contest world to become an empress.

She was the friend first of a famous jockey, and then of Major Martin, of the Life Guards. Her house soon became the meeting place of the world of fashion, and she numbered among her friends such leaders of society as the Duke of Beaufort and Count d'Orsay, the "last of the dandies."

It was d'Orsay who introduced her to Louis Napoleon, then an exile. The future Emperor had fallen in love with her, and she advanced him the wealth she had already acquired to aid him in furthering his plans in France.

Napoleon returned to France as Emperor he followed him, and apartments at St. Cloud were allotted to her. She appeared with him at public functions, rode beside him at reviews, and was regarded by everyone as his morganatic wife, and possibly the future Empress.

At length Napoleon's love waned, and he strove to sever the relationship, announcing that he intended to marry Miss de Montijo. She was furious that she should be thrown aside in this manner and declared that in revenge she would publish all the Emperor's letters to her.

Napoleon twice sent her secret police to search her house, but they failed to discover the letters. Then, although he had already repaid with generous interest the money he had advanced to her, he offered to pay an additional £250,000 to the price of her silence, and conferred on her the title of Countess de Beauregard.

She would not be appeased, and took every opportunity of annoying the Emperor and Empress. If they went to the Opera she was to be found in a box opposite to them, staring at them through her opera glasses. If they drove in the Bois de Boulogne, her carriage followed them everywhere.

Later she married Mr. Clarence Treloarney, an Austrian officer and a member of an old Cornish family. The title which had been conferred on her gave offence to a family bearing a similar title, and the Emperor conferred on her son, Martin Constantine, who was believed to be his own son, the different title of Count de Clavet.

The Countess, whose husband died in 1861, died in 1865, leaving her large estates in trust to her son. When the Count de Bechevet, who married a noble Hungarian lady, died in 1907, the fortune became distributable among three children.

The property dealt with by the Court amounted to about £140,000, and consisted chiefly of foreign securities, which were locked in a box and deposited in the custody of the court. The court made the orders asked for, and the remainder of the great wealth which the Countess had left from Napoleon were finally distributed.

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NOTICE.

M. R. EUDOLPH LEISSING, having retired from our employment, ceases to sign our Firm for Procurement from This Date.

SIEMSSSEN & Co.

Hongkong and China, 1st July, 1909. [946]

NOTICE.

WE WISH to bring to the Notice of the Public that our Firm has for the last twenty years been engaged in the Manufacture of FIRE CRACKERS for Export and that we have established a reputation for Superior Quality and Moderate Charges.

MESSE HUNG HING & Co., 47 Yim Tin Street, West, are our Sole Agents in Canton, and anyone wrongfully making use of Our Name will be dealt with in accordance with the law.

SUN LEE & Co.

Tung Koon District.

Canton, 9th July, 1909. [947]

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For Freight or Passage, apply to DAVID SASOON & Co., Ltd., Agents.

Hongkong, 14th July, 1909. [952]

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(Occupying 24 Days). Steamers leave about every 3 weeks, for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for round trip \$120.

DAVID SASOON & Co., Ltd., Agents.

Hongkong, 14th July, 1909. [959]

THE BANK LINE, LIMITED.

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THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

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DODWELL & Co., Ltd., Agents.

Hongkong, 13th July, 1909. [98]

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863]

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JARDINE, MATHERSON & Co., Ltd., General Managers,

Hongkong Ice Co., Ltd.

Hongkong, 13th July, 1909. [957]

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BUNKER COAL can now be Supplied, from the Deep Coals of SARAWAK GOVERNMENT MINES at Labuan and Brooketon, at Reduced Rates. Large stock always on hand. Apply — SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. [339]

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G. K. HAXTON, Manager.

Hongkong 1st April, 1909. [48]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

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NOTICE IS HEREBY GIVEN that SCRIP CERTIFICATE issued 10th August, 1883, for 4 Shares numbered 5049/5052 in the above-named Company standing in the name of JOAO A. DA LUZ (deceased) of Hongkong, has been LOST, and should the same not be produced before the 22nd instant, a new Scrip Certificate will be issued in favour of the said JOAO A. DA LUZ (deceased), and no transaction taking place under the said Scrip Certificate issued 10th August, 1883, will be recognised by the Company.

JARDINE, MATHERSON & Co., Ltd., General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, 8th July, 1909. [940]

THE HONGKONG ELECTRIC CO., LTD.

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GIBB, LIVINGSTON & Co., Agents, The Hongkong Electric Co., Ltd. Hongkong, 13th July, 1909. [955]

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79 71/80 10

80 81/90 10

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3. FUNG SHU SAU —

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4. 191/200 10

85 201/210 10

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4. ALEXANDER GEORGE GRANT —

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5. ELIZABETH SILLAS KAY —

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88 321/330 10

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NOTICE IS HEREBY GIVEN that DUPLICATES of the above CERTIFICATES will be issued one month hence, and the ORIGINAL CERTIFICATES, unless produced at the Office of the General Managers within that period, will be held by the Company as null and void.

SHEWAN, TOME & CO., General Managers.

Hongkong, 2nd July, 1909. [918]

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NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

ELANEE BUNGALOW, Kowloon. A Small Garden attached. Moderate Rental. Apply to — ARRATOON V. ACPAE & Co., 14, Des Voeux Road.

Hongkong, 3rd March, 1909. [399]

TO LET.

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Apply to — F. X. DALMADA & CASTRO, 33, Queen's Road Central. Hongkong, 7th July, 1909. [936]

TO LET.

NO. 3, LYEMOON VILLAS, Kowloon. A Five-Roomed House, with Tennis Court. Thoroughly repaired. Rent Moderate. Apply to — X. Y. Z.

Care of "Daily Press" Office.

Hongkong, 7th July, 1909. [937]

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FIRST FLOOR, NO. 6, ICE HOUSE ROAD, NINE ROOMS. Electric Fittings, suitable for Office or Dwelling.

Also, GODOWN, No. 9, Duddell Street.

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Hongkong, 1st July, 1909. [912]

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ROOMS IN NO. 2, PEDDER'S HILL.

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Hongkong, 8th July, 1909. [941]

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ONE LARGE OFFICE ROOM, NO. 1, Prince's Building, II. Floor.

ONE SPACIOUS GODOWN, NO. 125, Wan Chai Road.

Apply to — REUTER, BROCKELMANN & Co.

Hongkong, 1st July, 1909. [911]

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ONE DETACHED ROOM, with Separate Entrance and Verandah in Prince's Building, Second Floor.

Apply to — WM. MEYERLINK & Co.

Hongkong, 2nd July, 1909. [920]

TO LET

TO LET

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FOR COAL, TIMBER, &c.

TO BE LET: A portion of MARINE LOT No. 225 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 of PEAYA EAST. Approximate AREA 45,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars apply — GEO. FENWICK & Co., LTD. Hongkong, 6th June, 1906. [96]

TO LET.

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TO LET.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st July, 1909. [98]

TO LET.

NOS. 1 &

For your own comfort
in Tropical Countries use
CALVERT'S
Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against
Infection.

Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Perfect Personal
Cleanliness.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Freedom from
Skin Irritation.

Calvert's Carbolic Prickly-heat Soap

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?
Each suits' the climate.

By Appointment to

His Majesty the King.

When you feel thoroughly exhausted after a heavy day's work, begin your dinner with a BOVRIL Soup, and so ward off indigestion.

BOVRIL

stimulates the gastric juices and immediately strengthens and invigorates the whole system.

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"SEAL" RED PRINTING INK
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

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SHACKELL EDWARDS & CO., LTD.
PRINTING INK MAKERS.
ESTABLISHED 1786.

HEAD OFFICE.—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.
Hongkong, 16th October, 1909.

[534]

KEATING'S
WORM TABLETS

APENTA
NATURAL APERIENT WATER

Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the
Constipated, and the Obese.

GOLD MEDAL,
St. Louis, 1904.

DOSE.—A Wineglassful in the morning
before Breakfast.

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS.

THORNE'S
OLD VAT

SCOTCH WHISKY.

HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

DOES RIDICULE KILL?

BY ANDREW LANG.

Sticks and stones
Can break your bones,
But words can never hurt you,

says the Scottish saw, but we have the opposite saying that "Nothing kills like ridicule." The author of an interesting life of that most remarkable woman, Lola Montez, observes that ridicule is the weapon of authority, of the Conservative Party, suffragettes, and produces no effect. Socialism, suffragettes, the "Temperance" Party flourish the more the more they are ridiculed in "racing rage." It may be assumed that the persons attacked do not read the sporting papers, but, if they did, no effect would be produced. Conscious virtue despises ridicule, and all the parties mentioned are full of conscious merit. "Women who would" insist on breaking the law of Diana could not be moved by the chaff of the late Mr. Trall's "Barbarous Britons"; in their virtue, like the Roman poets, they inviolate themselves.

Ridicule is, in fact, usually the weapon of authority, and is futile. Nothing could be funnier than the attacks on premature Ibsenism, Darwinism, and Radicalism in the "Poetry of the Anti-Jacobin." To read "The Rovers," which nobody does, is to find the most amusing parody of the Ibsenism of the German theatre of the day. But the fun did not prevent the re-incarnation of the old spirit in Dr. Ibsen and his adherents any more than the Epic on Civilisation, and the blessed thing that it is to be in a state of Nature, and "The Loves of the Triumphant" killed the spirit of the earlier in the later Darwin. Charles the conqueror. Chaff assailed "The Vestiges of Creation," Disraeli sneered it away, and Mr. Darwin's own doctrines were the butt of all the arrows of ridicule. But they were blunted against the shield of that scientific Ajax; the question being one of facts. Various moralists, from Sir George Mackenzie, two hundred and fifty years ago, to Bob Acres, attempted to reform the vicious by displaying the ludicrous nature of vice. Yet "dams have" not "had their day," and no conspicuous moral progress is reported. If ridicule could kill, "Foolishness" it would not have survived Swift's argument against the wisdom of instantly abolishing the Christian religion, one of the most mirth provoking essays of the author of "A Tale of a Tub," itself not a successful Ibsenism. If chaff could diminish a party Swift's burlesque of the trial of Atterbury in "Gulliver's Travels" would have succeeded, but we know, as matter of demonstrable fact, that Atterbury was up to the eyes in Jacobite guilt, and that the little dog, Harlequin, was a convincing witness against him. In this case it was not the party in authority that used the weapon of ridicule; however, the Opposition was more Tory than the Government.

The Comic Stage, when it stands at bay against Jeanes or Puritans, always maintains that, like the author of "Murder as a Fine Art," it is "all for virtue and order and that kind of thing." Molire was very strong on this head; he "castigate ridendo," he makes vice ludicrous; the clergy ought to welcome him as an ally. He does not dog religion, but hypocrisy in Tartuffe; not virtue, but libertinism in Don Juan, who, somehow, rather engages, like Satan in "Paradise Lost," the sympathies of the audience. Milton never thought like the authors of the old Interludes, of masking Satan ridiculous, a kind of celestine Therese.

The Tory party in Athens excelled in ridicule. If chaff could dominate democracy it would have died with Cleon and the same goeller. Euripides was damned, to a considerate degree, by Aristophanes, who did not like the "feminist" and the sophist. Mr. Swinburne was here on the side of Aristophanes and Toryism, but Euripides had been rehabilitated by Professor Murray, and Mr. Verrall has elaborately proved that it is as easy to make Tennyson ludicrous as Euripides. Perhaps ridicule did kill, for once, in the hands of Aristophanes, when he took Socrates in hand, but, after all, the fatal charge against Socrates was not that he was too absurd to live, but that he was too impious. We do not hear that Plato's very amusing chaff in the "Thrasymachus," rebuked the Sophists of their audiences and their fees. The exquisite humour of Homer, in his treatment of the Olympians, had no effect in purifying Greek religious myth and Kanepomos, in place of appreciating Homer's irony, seemed him of being the fountain head of false religion. How authors are misconstrued! Homer had the best religious ideas, but he aimed at reform of myth through ridicule. The nagging wife, Hera; Zeus, the typical father, who, deliberately, the poet tells us, "drew" or "ripled" his wife, and lost his temper when she lost her, and then yielded the point—"anything for a quiet wife, under an air of bluster. These are divine characters whom Homer made to his hand in mythology. So is the billy, Ares; so is the lady of pleasure, Aphrodite. The poet merely accentuated their foibles. None of his human characters; and on the other side he placed his own conception of the gods, as they "whom all men know after;" the guardians of all the virtues, the protectors of the aged and the poor, the beggar and the suppliant, the guardians of the earth, the masters of prayer and penitence. Thus we find Homer as a didactic writer in disguise, exhibiting the absurdity of mythical conceptions of Deity. He was misunderstood; indeed, I do not know that any critic has taken his subtle points, and I never thought of it before—so his ridicule was worse than wasted!

It is only the weak things of this world that are killed by ridicule. Could it stay, what would have become of the great Puritan movement?

All the comic writers were against it, except Shakespeare, who was an extremely cautious man, and perhaps did not think it wise to increase the prejudice of the citizens of London, and give the fury to their war against the theatre. The crouped, snuffing-peal-singing knaves were bantered on every side, but they did not attend the playhouse, they did not read new ballads, and thus won the match till the glorious Twenty-ninth of May subduéd them for a season. It has passed, that season of defeat. I was at Oxford on the Twenty-ninth of May, and for the first time did not see an oak-apple in the streets of that once loyal town.

A master of ridicule not usually found on the Tory side was Dickens. Perhaps his Mr. Bumble and his Circumlocution Office, and his Chamley suit did shake the evils which he made grotesque. The sisterhood of Mrs. Gamp also suffered from his ridicule. But Dickens warred valiantly against Puritanism, against Chaidham and the Shepherd and the kind of philanthropist, Mr. Honeybunch, who appears in "Edwin Drood." Slightly modified they are doing a great work in our midst; the flowing tide is with them, and miasmes do not suffice for Mrs. Jellyby and Borribooch Gha. The subjects of ridicule have seldom any sense of humour, to poke fun at them is rarely to stir the fire.

Lockhart thought and said that Orthodoxy ought to make fun of the bigger Criticism. It is not difficult, the task is tempting; the orthodox make no profit of the immeasurable absurdities of the Higher Critics. If only I knew Hebrew I would sit down and take a shot at them, but the people who do know Hebrew do not seize their opportunity. If they did serious minds of their own party would be better pleased by the grub attack than by the gay defence.

EVEN FOOLISH fashions, like crinolines, can weather without an effort long confined blizzards of ridicule. Leech could not kill crinolines, if I am not mistaken it outlived him, being as much more durable than most fashions as it was more ugly and absurd. Farthingales were subdued neither by chaff nor by Seymour; and neither prophets nor satirists produce the faintest effect on the use of paint and powder by the fair sex. Voltaire's ridicule was often remarkably effective, and in this case was not the weapon of Conservatism exactly. But his poem ("Pucelle") did not leave a smirch on the fame of his victim, "In mort n'y mord." That ridicule cannot harm the boundless popularity of the most absurd novelist we are only too well aware. It is a marvel that ridicule did overthrow, after a long struggle, the triumphs of Tupper and Robert Montgomery as poets. Ridicule did not abate the "esthetic movement" which it merely advertised, and the contemporary decadent is too numerous to be touched with the songs of humour. In short, humour has not much chance in the struggle for existence.—*Daily Telegraph*.

SUBSIDIZED SHIPPING COMPANIES.

In the House of Commons on the 27th ult. Sir H. Kimber (Wimborne, Opp.) asked the Secretary of State for Foreign Affairs whether he was aware that a German shipping company was subsidized by its own Government for the steam service to East and South Africa to an extent which made it impossible for British shipping to compete on level trading terms, and that in consequence the British India Company had abandoned its East African service from Bombay; whether the Government had considered the possibility of finding any means by which British services and interests might be defended from this subsidized competition; whether British troops were transported from one foreign settlement to another by German steamships; and whether, in particular, he had considered the expediency of subsidizing the Bombay and Persia Steam Navigation Company sufficiently to enable them to compete on even terms with the German opposition.

Colonel Seal (Liverpool, Abercromby, Min.) who answered the question, said—The various matters referred to by the hon. gentleman have been brought to the notice of successive Governments and have received careful consideration.

Very strong reasons would have to be adduced before his Majesty's Government could favourably consider the granting of a subsidy, and they do not consider that sufficient reason has been shown for proceeding to the application of the Bombay and Persia Steam Navigation Company for a subsidy for a service between Bombay and East and South African ports.

Mr. C. Wason (Orkney and Shetland, Min.)—Will the hon. gentleman take into consideration the fact that the British Government does now pay £9,000 a year towards subsidizing a line to East Africa, which in the opinion of many persons is wasted expenditure?

Mr. Myer (Launceston, N. Min.)—May I ask whether the German taxpayer is not paying for British goods sent to East Africa in consequence of the subsidy?

Colonel Seely—With regard to the first supplementary question I presume my hon. friend refers to the mail subsidy which is paid to the British India Company. It is, of course, a matter for the Post Office to consider whether they receive value for the money expended. It is expended purely for the Post Office service. With regard to the other question, whether the German taxpayer is paying for the carriage of our goods, no doubt there is some truth in that. There are also other considerations, for instance, postal considerations, which renders it not so entirely favourable to us as it appears.

Mr. Rees (Montgomery Boroughs, Min.)—Is it not perfectly clear that the Germans subsidize this line in order to throw British shipping out of their charge? British shippers more?

(Opposition cheer.)

THE STAGE AT HOME.

"A MERRY DEVIL" PRODUCED AT THE PLAYHOUSE.

Here is what the *Times* says about A Florentine Farce with the title of "A Merry Devil" produced recently at the Playhouse—

Who are these twain, the one lean and womanish, tither a gormandizer and a pot-wallopier, and yet valiant, too? Count Silvio and Captain Bambazone? Nay, by Saint Bernard's beehive, are they not Sir Andrew and Sir Toby, and is not this garden the Garden in Twelfth Night? But the pranks played by the pair of light-hearted ladies on the gross body of the man surely this must be The Merry Wives? Nay, not so, by the Eleven Thousand Virgins and the pig of St. Anthony, for here be whip-crackings and trembling servitors, and your haughty dame brought to heel by a man who cares not a jot for her whims and caprices—why then, 'tis The Taming of the Shrew.

Or is it right Bandello? Well, Bandello-isch—say, Bandello revised by the light of "Little Novels of Italy." Know, then, gentle, how Madame Geraldia had three suitors, Count Silvio, the poet, and Captain Bambazone, the glutton and braggart, and Sir Phillip Lilley, the stern unhumorous Englishman; and how they tormented them all, caring for none of them, though to be sure the Englishman puzzled and piqued her because he was so stiff and grave and simple. As for Count Silvio, Madame Geraldia earned naught for poes, and so speedily handed this one over to her playfellow, Madame Cassandra, who was very ready to have him. With Captain Bambazone there was some sport to be had. For that drunkard and not went in fear of being poisoned, and what easier, therefore, than to give him a harmless but disturbing draught that should make him think he was poisoned in very truth? How he writhed and groaned and held his paunch! And what fun the spectacle afforded to the people on the stage, at any rate, who were to be enticed by the audience for the facility with which they revivified in themselves the simple Elizabethan taste for practical jokes? But one practical joke suggests another, and the second was a prime joke indeed, reserved by Madame Geraldia for that irritating solemn Sir Phillip to save her from justice by baring the body in the Capponi Palace gardens. The Englishman was shocked at the crime, but nevertheless as a gallant man did his mistress's bidding; and when the myrmidons of the law came and caught him in the act, he was hero enough to say that he, and not the woman, was the criminal. Then lo! the corpse was stripped and found to be a dummy, and Sir Phillip stood with rage and ridicule before them all—until he took a switch and laid it soundly across Madame Geraldia's fair shoulders. That whipping brought the capricious and mischievous lady to her sense; she fell to loving the man who had chastised her, and was in the end clasped to his heart.

She was played by Miss Winifred Emery and be by Mr. Aubrey Smith, and you guess that the madcap merriment of the one was agreeably contrasted with the stolid, slow John Bullish of the other. And what a pretty little minx was Miss Jessie Bateman as Madame Cassandra, and what a ventripotent, flamboyant, fantastic figure of fun was Mr. Cyril Maude as Captain Bambazone. Perhaps the fun, not only of the Captain, but of the whole affair, was a little artificial, a little forced; that was only to be expected in a deliberate revival of Elizabethan humours. But for those who like Elizabethan humours so deftly reproduced by a modern hand as to be almost indistinguishable from the original, why here is their opportunity for enjoying what they like to the full.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 12th at 12.20 p.m.—The barometer has fallen quickly in N. Luzon owing to the approach of a typhoon from the Pacific. The disturbance appears to be moving towards W.N.W. at present and therefore threatens the northern shores of the China Sea within two days.

The recent depression has disappeared to the North of Tongking, and the barometer has risen moderately over that area and along the S. coast of China.

Pressure has decreased slightly and is now over the N.E. coast of China. It has increased over the E. coast and in Japan, the high area remaining central over the Pacific to the E. and S.E. of the latter.

The wind will back to the N.E. and freshen in the Formosa Channel and rough weather will probably set in over the N.E. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.05 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { S.E. to E. winds, mod'; shower. N.E. winds, freshening.

Formosa Channel { E. to N.E. winds, mod' to fresh.

South coast of China between Hongkong and Lamock { S.E. winds, mod' to fresh.

South coast of China between Hongkong and Hainan { S.E. winds, moderate.

ON SALE.

BOUNDED VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1908. With INDEX. Price \$7.50.

On sale at the HONGKONG DAILY PRESS Office.

Hongkong, 21st January, 1909.

—

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th July, will be subject to rent and landing charges.

All claims must be sent to me on or before the 15th July, or they will not be recognized.

All damaged packages will be examined on THURSDAY, the 15th July, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPOMIN,

Agent.

Hongkong, 8th July, 1909.

[2]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIG."

</

SHIPPING.

ARRIVALS.

AMIGO, German str., 822, H. Frandsen, 13th July—Manila 10th July—Jardine & Co.
CHILLIE, Norwegian str., 1,102, H. Nielsen, 12th July—Bangkok via Singapore 3rd July, General—Augard, Thoresen & Co.
CHODSON, British str., 1,424, McGuire, 13th July—Shanghai 4th and Swatow 12th July, General—Jardine, Matheson & Co.
HALLOT, Dutch str., 1,047, M. van Trigt, 13th July—Palombang, Kerosene—Asiatic Petroleum & Co.
HOVSANG, British str., 1,359, Jas. M. Hay, 12th July—Hongkong 9th July, Coal—Jardine, Matheson & Co.
KUNERIC, British str., 4,025, J. Mathie, 13th July—Manila 11th July, General—Doddwell & Co.
ONSANG, British str., 1,787, E. S. Woolley, 12th July—Java, 3rd July, Sugar—Jardine, Matheson & Co.
SAINT PATRICK, British str., 2,693, J. Fortay, 13th July—Keeling 11th July, General—Shewan, Tomes & Co.
TAIWAN, British str., 1,459, L. Dawson, 13th July—Melbourne and Australia 14th June, General—Butterfield & Swire.
YUENKANG, British str., 1,128, P. H. Rolfe, 12th July—Manila 10th July, General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
13th July.
Borneo, German str., for Kudat.
Fochow, British str., for Cebu.
Fridhjof, Norwegian str., for Haiphong.
Gerniau, German str., for Hongkong.
Hoiolot, Dutch str., for Amoy.
Michael John, Ger. str., for Hoiolot.
Rejoh, German str., for Rajang.
Yeloulo Mayo, Jap. str., for Singapore.

DEPARTURES.

13th July.
ASHI, British str., for Canton.
BUFFALO, U.S.A. gunboat, for Manila.
CARNAVONSHIRE, Brit. str., for Shanghai.
CHOWA, German str., for Bangkok.
DAUNY, Norwegian str., for Canton.
DECLAN, British str., for Singapore.
HAICHING, British str., for Amoy.
HAIYANG, British str., for Swatow.
HONG-KONG, French str., for Holloway.
LAISANG, British str., for Singapore.
TANING, British str., for Manila.

SHIPPING REPORTS.

The British str. *Omsang* reports: Moderate to fresh S.W. monsoon.
The British str. *Yuenkang* reports: Strong S.W.S. winds and squall with heavy rain.

VESSELS IN DOCK.

JULY 13TH.
AERIEN DOCK.—
NOWLTON DOCK.—
Haiphong, Vowarts, Macau, Peleg, Batavia,
Borneo.
COSMOPOLITAN DOCK—Aki Maru.
TAIKOO DOCK—Maple Leaf, Hangzhou,
Chihua, Yochow.

VESSELS ON THE BERTH.

"SHIRE" LINE OF STEAMERS, LTD.
For MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE,"
Capt. W. O. Tyers, will be despatched as above on or about the 12th July.
For Freight apply to
JARDINE, MATHESON, & CO., LTD.,
Agents.
Hongkong, 24th June, 1909. [884]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE Steamship
"YORCK,"
Captain J. Randermann, will leave for the above place TO-MORROW, the 15th inst., at 8 A.M.
NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.
Hongkong, 13th July, 1909. [15]

"SHIRE" LINE OF STEAMERS, LTD.
FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA,"
Captain Hayes, will be despatched as above on SATURDAY, the 24th July.
The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and Electric Fans in State-rooms. Doctor and Stewardess are carried. Fare to London £35.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.
Hongkong, 12th July, 1909. [885]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
PIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUEZ AND PORT SAID.
(Taking cargo at through rates to the BRAZILS
to RED SEA, BLACK SEA, LEVANT, VENICE
and ADRIATIC PORTS).

THE Company's Steamship

"PERSIA"
Capt. P. Giurgevich, will be despatched as above on or about the 27th inst.
This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Princes Buildings.
Hongkong, 3rd July, 1909. [3]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & B.R.	B.R.H.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SIMLA	Brit. str.	—	C. D. Goldsmith, B.N.E.	P. & O. S. N. Co.	About 15th inst.
LONDON & ANTWERP	DEITA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 24th inst., at Noon.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SEOGUA	Brit. str.	k.w.	HAYES	JARDINE, MATHESON & CO., LTD.	On 24th inst.
COPENHAGEN & ST. PETERSBURG	SAMBIA	Ger. str.	k.w.	Müller	HAMBURG-AMERICA LINIE	On 12th Aug.
HAVRE & BAMBURG VIA STRAITS, &c.	SIAM	Swed. str.	k.w.	MELCHERS & CO.	MELCHERS & CO.	About 25th inst.
BARVE & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Jäger	HAMBURG-AMERICA LINIE	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	SEGOVIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERICA LINIE	On 31st inst.
MARSEILLES, &c., via PORTS OF CALL	SLAVONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINIE	On 20th Aug.
MARSEILLES, ROTTERDAM & HAMBURG &c.	CARDIGANSHIRE	Brit. str.	k.w.	W. O. Tyers	JARDINE, MATHESON & CO., LTD.	About 12th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ARMAND BEHIC	Fr. str.	k.w.	Laflon	HAMBURG-AMERICA LINIE	On 29th inst.
MARSEILLES, LONDON & ANTWERP	ISTRIA	Fr. str.	k.w.	—	HAMBURG-AMERICA LINIE	On 20th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 4th Aug., at D'light
MARSEILLES, LONDON & ANTWERP	SANUKI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 11th Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YEDDO	Dan. str.	—	—	MELCHERS & CO.	About Middle of Aug.
MARSEILLES, LONDON & ANTWERP	AMERICA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 28th inst.
MARSEILLES, LONDON & ANTWERP	AMERICA MARU	Ger. str.	—	—	TOYO KISEN KAISHA	On 30th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP	PERSEA	Brit. str.	—	F. L. Sommer	TOYO KISEN KAISHA	To-morrow, at 8 A.M.
MARSEILLES, LONDON & ANTWERP	ST. PATRICK	Brit. str.	—	J. Randermann	MELCHERS & CO.	About 27th inst.
MARSEILLES, LONDON & ANTWERP	WELSH PRINCE	Brit. str.	—	P. Giurgevich	SANDER, WIELER & CO.	To-day, at 5 P.M.
MARSEILLES, LONDON & ANTWERP	MONTAIGNE	Brit. str.	2 m.	—	ARNOLD, KARBERG & CO.	On 10th Aug.
MARSEILLES, LONDON & ANTWERP	EMPEROR OF INDIA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 24th inst., at 6 P.M.
MARSEILLES, LONDON & ANTWERP	FITZPATRICK	Jap. str.	—	—	CANADIAN PACIFIC R. CO.	On 29th inst.
MARSEILLES, LONDON & ANTWERP	AKI MARU	Jap. str.	—	J. Mathe	DOEWELL & CO., LTD.	On 31st inst.
MARSEILLES, LONDON & ANTWERP	KAGA MARU	Jap. str.	—	E. R. Hutchinson	OKASA SHOSSEN KAISHA	On 20th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP	PRINZ SIGISMUND	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 6th Aug., at D'light
MARSEILLES, LONDON & ANTWERP	TAIYUAN	Jap. str.	—	M. Higino	NIPPON YUSEN KAISHA	On 13th Aug., at D'light
MARSEILLES, LONDON & ANTWERP	ESTEBAN	Jap. str.	—	D. Lemo	MELCHERS & CO.	Quick despatch.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	L. Dawson	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	NIKKO MARU	Jap. str.	—	G. Livingston	GIBB, LIVINGSTON & CO.	On 17th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	INABA MARU	Jap. str.	—	F. V. Binger	NIPPON YUSEN KAISHA	On 18th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	ASUGA MARU	Jap. str.	—	W. A. Evans	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	TIJAPAS	Dan. str.	—	D. C. Gregor, B.N.E.	P. & O. S. N. CO.	On 21st inst., at Noon.
MARSEILLES, LONDON & ANTWERP	NAKHANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & CO., LTD.	On 22nd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	CHENGKOSHING	Brit. str.	—	Radonich	MELCHERS & CO.	On 23rd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	CHOTSONG	Brit. str.	—	William	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	PRINZ LUDWIG	Brit. str.	—	S. H. Wilson	JARDINE, MATHESON & CO., LTD.	On 25th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	BOMBY MADU	Brit. str.	—	Girard	BUTTERFIELD & SWIRE	On 26th inst.
MARSEILLES, LONDON & ANTWERP	ANHUI	Brit. str.	—	Babel	JARDINE, MATHESON & CO., LTD.	On 27th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	—	Y. Fuseno	GIBB, LIVINGSTON & CO.	On 28th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	SILESIA	Brit. str.	—	G. W. Gordon, B.N.E.	P. & O. S. N. CO.	On 29th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	LINAN	Brit. str.	—	Malchow	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	GREGORY APOLAE	Brit. str.	—	Bradley	JARDINE, MATHESON & CO., LTD.	On 31st inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	ERNEST SIMONS	Brit. str.	—	P. J. van Emmerick	MELCHERS & CO.	On 1st inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	CARNAZHENSIRE	Brit. str.	—	J. M. Bay	JARDINE, MATHESON & CO., LTD.	On 2nd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	SAXONIA	Brit. str.	—	K. Sugi	BUTTERFIELD & SWIRE	On 3rd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	BUJUN MARU	Jap. str.	—	H. Murayama	OKASA SHOSSEN KAISHA	On 4th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	CHINHUA	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 5th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	DELHI	Brit. str.	—	J. S. Roach	JARDINE, MATHESON & CO., LTD.	On 6th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	CHINAHAN	Brit. str.	—	P. H. Rolfe	SHAW, TOMES & CO.	On 7th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	SHANGHAI, YOKOHAMA & KOBE	Brit. str.	—	E. Rodger	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	DORTMUND	Brit. str.	—	A. W. Underbridge	JARDINE, MATHESON & CO., LTD.	On 9th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	KUTSANG	Brit. str.	—	S. J. Payne	SHAW, TOMES & CO.	On 10th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	INDIEN	Dan. str.	—	R. W. Almond	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	THILATJAF	Brit. str.	—	J. G. Oliffent	JARDINE, MATHESON & CO., LTD.	On 12th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	HORSANG	Brit. str.	—	Rose Core	SHAW, TOMES & CO.	On 13th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	PAHNG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & CO., LTD.	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	SOGHU MARU	Jap. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP	DAGI MARU	J				

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSSELLS	SIMLA Capt. C. D. Goldsmith, R.N.R.	About 15th July	Freight and Passage.
SHANGHAI, MOJI, KOBE, SYRIA and YOKOHAMA	Capt. D. C. Gregor, R.N.R.	About 15th July	Freight and Passage.
SHANGHAI	DELHI Capt. G. W. Gordon, R.N.R.	About 22nd July	Freight and Passage.
LONDON VIA USUAL PORTS DELTA	See Special Capt. B. W. H. Snow	Noon, 24th July	Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th July, 1909.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAIWEI, CHEFOO, TIENTSIN	KUEICHOW	On 14th July, NOON.
SHANGHAI	ANHUI	On 15th July, 4 P.M.
TSINGTAU, CHEFOO and NEWCHIANG	NANCHANG	On 17th July, 4 P.M.
NINGPO and SHANGHAI	PAKHOI	On 17th July, 4 P.M.
SHANGHAI	LINAN	On 18th July, D'light
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	TAIYUAN	On 19th July, 4 P.M.
MANILA	TEAN	On 20th July, 3 P.M.
SHANGHAI	CHINHUA	On 22nd July, 4 P.M.
SHANGHAI	CHENAN	On 25th July, D'light
MANILA	TAMING	On 27th July, 3 P.M.
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.	SS. LINTAN and SS. SANAU	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried and REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN"), with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—
Hongkong, 14th July, 1909.BUTTERFIELD & SWIRE,
AGENTS.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)			
FOR	STEAMERS	TO SAIL	
SHANGHAI via NINGPO	CHOYSANG	Thursday, 15th July, NOON.	
MANILA	YUENSANG	Friday, 16th July, 4 P.M.	
SHANGHAI	HANGSANG	Saturday, 17th July, NOON.	
SAIGON	HOPSANG	Saturday, 17th July, 4 P.M.	
SINGAPORE, SAMABANG and SOURABAYA	ONSANG	Saturday, 17th July, 4 P.M.	
TIENTSIN via WEIHAIWEI & CHEFOO	CHEONGSHING	Tuesday, 20th July, 4 P.M.	
MANILA	LOONGSANG	Friday, 23rd July, 4 P.M.	
SHAH ALAM, YOKOHAMA, KOBE & MOJI	KUTSANG	Friday, 30th July, NOON.	
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Tuesday, 3rd Aug., NOON.	

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

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Hongkong, 14th July, 1909.

GENERAL MANAGERS.

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HONGKONG - MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 17th July, NOON.
RUBI	2540	E. W. Almond	Manila	On 24th July, NOON.

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SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

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Hongkong, 12th June, 1909.

